

SHIPPING & WATERFRONT NEWS

SUPPLY SEES 43 YEARS OF SEA VOYAGING

LOSS OF CHIYO HAWAIIAN SUGAR

WILL BE BLOW TO TRAVEL

SHIPPED EAST BY RAIL

Honoluluans who want to see one of the oldest ships of the United States navy are invited to go down to the navy pier on Allen street, Waikiki, Pier 4, and take a look at the U. S. S. Supply, now in port. She will be there tomorrow, too, as she does not steam for Guam until Monday morning.

Built in 1873, 43 years ago, at Cramp's shipyard, Philadelphia, the Supply was christened the Illinois and was, according to her present commander, Lieut. Comdr. Thomas P. Cronan, one of the speediest ocean packets of her day and age. She was one of four sister-ships of the American line, plying between Philadelphia and Liverpool, and making 14 knots. She can do 11 now without difficulty. Served in Spanish War.

Prior to the Spanish-American war she was purchased by the navy department and was used as a supply ship in Cuban waters in 1898 during the war. She was later overhauled and fitted up as a transport and supply ship. She has been stationed at Guam as mobile station ship since 1902, and makes frequent voyages between Guam and the other islands, exporting the principal products of Uncle Sam's smallest possession, chief of which is copra; to the markets of Yokohama, Kobe, Manila, Hongkong and Shanghai.

The Supply has the distinction of being the only vessel in the navy equipped to carry passengers. Lieut. Comdr. Cronan has been in command of the famous old iron ship since last November, having been made her commander while she was at Bremerton navy yard undergoing a thorough overhauling and repainting. Original Machinery Removed.

The Supply left Bremerton March 19 and came here from San Francisco. Her present machinery and engines are not those which were in her when she was built. They were removed long ago. The sturdy construction of the old ship is one reason why she is still afloat when many bigger and more costly war vessels have long since been broken up or sold.

Lieut. Comdr. Cronan has been in Honolulu several times before. He came with the fleet in 1905, when a lieutenant on the Connecticut, serving as watch officer. He was here again in the Petrel in the winter of 1904-05.

HOPES TO REACH SEATTLE WITH SMALL YACHT

Braving the uncertain weather prevailing at this time of year, Oscar Anderson, a Swede fisherman now living in this city, will sail about April 15 in the old racing yacht Gladys, hardly 25 feet long, for Seattle, 2401 miles from Honolulu.

When seen on board the little yacht this morning at Allen & Robinson's wharf, Anderson said he has chartered the Gladys from her owner, Frank Dollar, for the king-salmon fishing season off Cape Flattery, 30 per cent of the yacht's net earnings to go to the owner. Three men will man the yacht, the skipper, mate and one sailor.

The only thing bothering the intrepid fisherman is his lack of knowledge of navigation, and he is looking for a second mate who understands that subject so necessary for the trip.

Anderson, who is a native of Sweden, came here from Australia about three months ago. His assistant in the courageous undertaking he is about to start on is Thomas Clark, also a fisherman. Anderson expects to make the 2400 miles from this port to Seattle in 20 days if the weather is good, and 25 or 30 if rough weather and unfavorable winds are met.

"I owned and sailed my own fishing boat in Denmark, so I am not afraid of the trip," he said today. "I was brought up at sea."

TRANSPORTS TO HAVE DOCK OF OWN; O. M. C. OFFICES WILL MOVE

Further details of the arrangement between the federal government, the territory and the army and navy, by which the army acquires title to the Ewa side of the naval station reservation, to the territorial immigration station and to Navy Wharf No. 2, have been made public. First news of the arrangement was published by the Star-Bulletin two weeks ago.

The details now announced are that army transports will have a pier of their own at Navy Wharf No. 2, and will dock there permanently instead of at Piers 6 and 10. The quarter-master's office, now in Hotel street, will be moved to the territorial immigration station after rooms there have been fitted up. The navy yard buildings are now being moved to the Waikiki section of the reservation, east of the driveway.

Roofing will be placed over the navy pier. This work will cost, with the other improvements, between \$300,000 and \$500,000. In exchange for the territorial immigration station the government will deed to the territory the Esplanade lot, opposite the Honolulu Planning Mill.

Wreck of Turbiner May Mean No Room for Travelers From Here to Orient

That the direct result of the loss of the big Togo Kisen Kaisha turbiner Chiyu Maru on Lema Island, eight or nine miles south of Hongkong, is that it will make such a terrific congestion of passenger business from San Francisco that there will be no room available on T. K. K. liners for passengers from Honolulu to the Orient, is the opinion today of the shipping department of Castle & Cooke, local T. K. K. agents.

Even before the Chiyu was wrecked, it was difficult for T. K. K. liners to take care of all travelers, cabin and steerage, wanting to sail from here to Japan and China on boats of this line. The Tenny Maru, which sailed from this port Monday afternoon for Yokohama, had to leave behind about 150 steerage passengers and a number of first cabin passengers who could have gone, but who preferred to wait for the Shinyo Maru, a larger and more luxuriously appointed steamer.

With the Chiyu now out of the running, the local agents expect the Shinyo Maru will be booked full of passengers on leaving San Francisco April 22, so that she will have no room on arriving here. There are a dozen cabin passengers booked for her now and 150 steerage. By the time she arrives, the steerage waiting list will probably have grown to 250.

HARBOR NOTES

Yesterday the schooner Churchill sailed from Port Angeles for Honolulu.

Departure of the steamer Wilmington from Eureka for Honolulu Thursday, is reported.

Next mail from San Francisco will arrive Tuesday morning in the Matsun liner Wilhelmnia.

Sailing here from San Francisco, which she left yesterday, is the oil ship Marion Chilcott.

Next mail for San Francisco will leave on the Oceanic liner Ventura at 2 Tuesday afternoon.

At noon Tuesday the Matsun steamer Lurline will sail from Pier 19 for San Francisco, taking freight and passengers from this port.

The last American-Hawaiian vessel from Puget Sound, the Georgian, is expected to sail from Tacoma today to arrive here April 17.

Lewers & Cooke's schooner Repeat is at Astoria loading lumber, and should sail for Honolulu Tuesday. Capt. J. R. McKenzie is her master.

The U. S. army transport Logan from Manila, will arrive at noon Monday, docking at Pier 6. She will sail about Tuesday noon for San Francisco.

The T. K. K. South American liner Anyo Maru has 503 tons of cargo for Honolulu and 323 for Hilo. She is due here a week from today from the Orient.

A cablegram to Castle & Cooke, T. K. K. agents here, says general average will not be declared on cargo of the Dairen Maru because of water damage.

Due on quarantine tonight to enter tomorrow morning for bunkers from the Inter-Island, is the American steamer Yucatan from San Francisco for the Orient.

Due to arrive off port at San Francisco before daylight tomorrow morning is the Hill liner Great Northern, from here Tuesday afternoon. She should dock about 8 o'clock tomorrow morning.

Expected next Thursday morning from San Francisco, is the U. S. army transport Sheridan from the coast. She will steam about Friday for Manila after taking 600 tons of bunker coal here.

Collector of Customs Malcolm A. Franklin has been given authority to appoint a man to succeed Examiner Mark Well now at the coast because of poor health. It is not known whether he will return.

Bringing 3510 bags of Kilaua sugar from windward Kauai, the Inter-Island steamer Likie arrived today. Her cargo consisted of the sugar, 573 bags of rice, 250 cases of canned pines, an auto and 15 sundries.

Bringing 5000 bags of Lihue sugar the Inter-Island steamer Maui arrived from windward Kauai this morning. Inward passengers were three, Purser Henry Kalpo reports 5000 bags of sugar awaiting shipment at Ahukini.

With 45 or 50 tons of copra as her cargo the schooner-yacht Luka, owned by Judge Henry E. Cooper, left Fanning island for Honolulu Wednesday. Her cargo is consigned to Fred L. Waldron, Ltd., and will be transhipped to San Francisco.

Kauai residents have been asked by

Seven freight trains, of 50 cars each, are being loaded at San Francisco with the 14,051 tons of Hawaiian sugar carried from the islands to the coast for transshipment to eastern refiners, by the American-Hawaiian steamer Mexican, which sailed from Hilo the night of March 28.

That this record-breaking shipment will be handled in just as quick time as the first, which was carried from San Francisco to Philadelphia in 14 days, is the opinion of General Agent H. E. Vernon of the Santa Fe's Honolulu office. The Santa Fe has the contract to handle the entire rail shipment.

"Delivery by the Santa Fe of the sugar at Chicago to the Erie Railroad, and by the Erie to the Philadelphia & Reading Railroad at Newberry Junction, Pennsylvania, has eliminated the possible and probable delay in handling through the congested iron district of Pennsylvania," says Mr. Vernon today.

"The fact that we have our own line from San Francisco to Chicago, all under one management, with one man in Los Angeles and another in Toledo to supervise the movement of every train, makes it possible to get the sugar through more quickly and efficiently than where there is not continuous supervision over that long distance."

Jointly Purchased.

According to Facts About Sugar, a New York publication devoted to American sugar production, the entire shipment of this raw sugar, which will total 226,000 tons, has been jointly purchased under contract by the Pennsylvania Sugar Company of Philadelphia, and E. H. Howell, S. & Company of New York, from the Hawaiian planters through the Sugar Factors Company, Ltd.

The movement of this heavy tonnage of sugar across the entire breadth of the United States represents the largest transcontinental haul of any one commodity ever handled by the railroads in solid trainload lots over such an extended continuous mileage.

It is estimated by the railroad authorities that to move the entire shipment to New York and Philadelphia nearly 6000 freight cars will be required, or at least 150 solid trainload movements, as each "sugar train" is made up of 30 cars. These trains are being given the right of way over all other freight trains except those carrying perishable merchandise or livestock.

RADIO TOWER AT PEARL HARBOR IS WELL UP

Pearl Harbor's new radio station tower now rears up to a height of 550 feet. The last 50 feet cannot be erected until the final section arrives from the Lowellyn Iron Works, Los Angeles, which has the contract for the big steel structure.

Public Works Officer C. W. Parks says that the radio plant buildings will probably be ready for use a long time before the tower is finished. He expects the concrete buildings for the radio station group, including the power plant, operating room and operator's quarters, to be completed within the next two months. The plant is not expected to be in working order much before January, although it may be completed at an earlier date.

At the present time electrical work, including wiring of the new buildings at Pearl Harbor for light and power, is keeping the electrical force at Uncle Sam's big new naval base very busy.

The Inter-Island to pass upon a change in steamer service by which the Kinu would make the twice a week run to Nawiliwili and Ahukini, and the Maui, the smaller steamer, run to that portion of Kauai between Nawiliwili and Waimea.

Due to arrive here about May 1 from San Francisco with the Florida's New York cargo, is the American-Hawaiian steamer Texan. After she comes no more freight will probably be brought by ships of this line, either from New York or the Sound, until further notice.

The Inter-Island steamer Mauna Kea brought 43 cabin, seven way-cabin, 46 deck and 15 way-deck passengers from Hilo and way ports this morning. Her inward freight included an auto, six crates of vegetables, 17 sacks of taro, 20 of corn, 46 of cabbage, 114 pieces of ohia wood, 20 empty oil barrels, 40 bundles of shooks, 73 bags of bottles and 261 sundries.

The dredge Kewalo and the Inter-Island steamer Kinu will leave drydock tomorrow morning, and the Matsun barge Mohican will be floated in Monday. The Kinu goes on the Maui's run Monday afternoon to Nawiliwili, and will have it for about a month. The Maui will go on the Hamakua run, in place of the Hamakua (formerly Shingone), which will go in tramp service, bringing 1000 head of cattle here from Kapua, Hawaii.

MORE THAN 800 BAGS MAIL ON WILHELMINIA

One of the biggest despatches of mail arriving here from the mainland since last Christmas is coming to Honolulu Tuesday morning on the Matsun liner Wilhelmnia, which has 814 bags aboard, according to a radio from the steamer received by Castle & Cooke's shipping department this morning.

There are 82 cabin and 17 steerage passengers on the Wilhelmnia; 153 packages of express matter, three automobiles and 5716 tons of cargo, all for Honolulu. For Hilo there are 1092 tons of cargo. The steamer is due to dock at Pier 15 at 7:30 Tuesday morning.

On the Oceanic liner Ventura, due off port about 6:30 Tuesday morning, are seven passengers, 12 bags of mail and 141 tons of freight from Sydney and Pago Pago. The Ventura will dock about 7:30 at Pier 10, and sail at 5 that afternoon for San Francisco. She will take 75 passengers from this port, and has room for 25 more in inside rooms. Freight out from this port will be 200 tons of sugar and some general freight. There is no room for bananas.

Outgoing freight on the Matsun steamer Lurline, sailing at noon Tuesday from Pier 19 for San Francisco will be approximately 9000 tons, and will include 6250 tons of sugar, 1500 tons of molasses, 500 tons of general freight, 10,000 cases of canned pines and 2200 bunches of bananas.

ALERT NOW HAS PHONE, CABLE IS IN PLACE

It is now possible to hold telephonic communication with the U. S. S. Alert tender for the third submarine division, and headquarters for Lieut. Comdr. Thomas C. Hart, commanding the K boats.

A temporary cable was laid under the waters of Pearl Harbor a few days ago, reaching from the Pearl Harbor central exchange to the Alert. It is now in working order, so that people here in Honolulu can talk with the Alert at Magazine Island, Pearl Harbor, over the long-distance phone. The cable is about a quarter of a mile long.

Public Works Officer C. W. Parks of Pearl Harbor, now in town supervising the removal of the naval station buildings to the Waikiki end of the naval reservation, said today he expected the permanent cable to arrive several days ago but that it failed to get here. Until it arrives the temporary cable will have to serve.

EASTERN RAILROADS COMPETE WITH WATER LINES FOR FREIGHT

A recent issue of Facts About Sugar says that eastern railroads are competing with the steamship lines for the Cuban sugar-carrying trade. On February 28 the first trainload of Cuban raw sugar ever brought in freight cars direct from Cuba to any city on the Atlantic seaboard arrived in Philadelphia, consigned to the Franklin sugar refinery.

This train was made up of 22 cars, which were loaded at a plantation in Cuba, put on the ferry steamer Henry M. Pligier at Havana, and landed at Key West. From that point they moved north by rail. The freight rate for handling the sugar by this route was lower than the ocean rates.

VESSELS TO AND FROM THE ISLANDS (Special Wireless to Merchants' Exchange.)

Saturday, April 8, 1916.

Hilo—Sailed, April 8, S. S. Texan, for Port Allen.

Victoria—Arrived, April 6, S. S. Makura, hence March 31.

Melbourne—Arrived, April 6, S. J. M. Weatherwax, hence Jan. 10.

Yokohama—Sailed, April 1, S. S. Anyo Maru for Honolulu (due April 15).

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RADIO MESSAGES. S. S. Ventura arrives from Sydney Tuesday, 6:30 a. m., with no cabin, three second-class, four steerage passengers; 12 sacks mail; 141 tons cargo; proceeds San Francisco 5 p. m. same day.

S. S. Wilhelmnia arrives from San Francisco Tuesday morning with 82 cabin and 17 steerage passengers; 815 bags mail; 155 express matter; three autos; 5716 tons cargo; Hilo, 1092 tons cargo.

S. S. Logan, arriving from Manila at noon Monday proceeds to San Francisco Tuesday morning.

The American-Hawaiian steamer Texan is reported by the Mauna Kea to have arrived at Hilo Thursday. She is loading sugar, and will sail Friday night for San Francisco.

Sugar awaiting shipment on Hawaii is reported by Purser P. T. Phillips of the Mauna Kea, as follows: Oia, 2300 bags; Waialeale, 4000; Hawaii, 1500; Waialeale, 2700; Oia, 3123; Paopao, 1800; Honokaa, 2000; Hakalau, 2023; Lanipohoehoe, 14,154; Kaiwili, 2775; Kihuna, 709; Hamakua, 4724; Paauhau, 2200; Hilo, 1500; Paauhau, 1150.

Honolulu Stock Exchange

Saturday, April 8.

MERCANTILE	Bid.	Asked
Alexander & Baldwin, Ltd.		
C. Brewer & Co.		
SUGAR		
Ewa Plantation Co.	33 1/2	33 3/4
Haleiuga Sugar Co.	190	250
Hawaiian Agricultural Co.	48 1/2	49 1/2
Hawaiian C. & S. Co.	47 1/2	47 1/2
Honokaa Sugar Co.	10 1/2	10 1/2
Honolulu Sugar Co.		
Hutchinson S. Plant. Co.	28	
Kahuku Plantation Co.		26 1/2
Kelaha Sugar Co.		
Koloa Sugar Co.		190
McBryde Sugar Co., Ltd.	13 1/2	13 1/2
Oahu Sugar Co.	34 1/2	34 1/2
Oia Sugar Co., Ltd.	17 1/2	17 1/2
Onomea Sugar Co.		60
Paauhau S. Plant. Co.	28	28 1/2
Pacific Sugar Mill	100	
Pala Plantation Co.		250
Pepee Sugar Co.		275
Pioneer Mill Co.		46 1/2
San Carlos Mill. Co., Ltd.	8 1/2	8 1/2
Waialeale Agricultural Co.	34 1/2	34 1/2
Waialeale Sugar Co.		
MISCELLANEOUS		
Haleiuga F. & P. Co., Pts.		
Haleiuga F. & P. Co., Com.		
Hawaiian Electric Co.		
Hawaiian Pineapple Co.	39 1/2	40 1/2
Hon. B. & M. Co., Ltd.	19 1/2	
Hon. Gas Co., Ltd.		
Hon. R. T. & L. Co.		
Inter-Island S. Nav. Co.		200
Mutual Telephone Co.	20 1/2	21
Oahu R. & L. Co.		
Hon. R. T. & L. Co. 6 1/2		
Pahang Rubber Co.		25
Selma Bindings Plantation, Ltd., Pd.	10	
Selma Bindings Plantation (42% Pd.)	5	
Tanjong Okok Rubber Co.	40	
BONDS		
Hamakua Ditch Co. 6s.		
Hawaiian Irr. Co.	83	90
Haw. Ter. 4 1/2 Rd. 1905		
Haw. Ter. Pub. Imp. 4s.		
Haw. Ter. 4 1/2s.		
Haw. Ter. 3 1/2s.		
Honokaa Sugar Co. 6s.	96	97
Hon. Gas Co., Ltd., 5s.	103 1/2	
Hon. R. T. & L. Co. 6 1/2		
Kahuku Ry. Co. 6s.	101	
McBryde Sugar Co. 5s.	99 1/2	
Mutual Telephone 5s.	106	
Oahu R. & L. Co. 5 1/2s.	166	
Oahu S. Co. 6s (redeemable at 103 at maturity)	107 1/2	109
Oia Sugar Co. 6 1/2s.	103	
Pacific Guano & F. Co. 6s		
Pacific Sugar Mill Co. 6s	100	
San Carlos Mill. Co. 6s.		

Between Boards: Sales: 100 Oia, 17 1/2; 130, 100 McBryde, 13 1/2; 50, 20 Pioneer, 46 1/2; 125, 15 Paauhau, 28 1/2; 50, 10, 10, 40, 20 Waialeale, 34 1/2; 200 San Carlos, 8; 70 Ewa, 33; 34 Mutual Telephone Co., 20 1/2; \$9000 P. S. M. 6s, 100; \$5000 P. S. M. 6s, 100; \$3000 P. S. M. 6s, 100; \$1000 P. S. M. 6s, 100; \$10,000 O. R. & L. 5s, 106; \$3000 Honokaa 6s, 96.

Session Sales: 40 Hawaiian Sugar Co. 47; 25, 270 McBryde, 13 1/2; 25 Oia, 17 1/2; 10 McBryde, 13 1/2; 50, 50, 20 Honokaa, 10 1/2; 40 Ewa, 33; 5 San Carlos, 8 1/2; 10 San Carlos, 8 1/2. Latest sugar quotation: 96 cents test, 5 1/2 cts. or \$116.00 per ton.

Sugar 583cts

Henry Waterhouse Trust Co., Ltd.

Members Honolulu Stock and Bond Exchange.

Fort and Merchant Streets Telephone 1208

NOTICE OF ADJOURNED ANNUAL MEETING.

SAN CARLOS MILLING COMPANY, LIMITED.

By direction of the Vice-President, the adjourned Annual Meeting of the Stockholders of San Carlos Milling Company, Limited, will be held at the Honolulu Chamber of Commerce Offices, 308-312 Kaulekani Building, No. 116 King Street, Honolulu, T. H., on Friday, April 14th, 1916.

ALFRED D. COOPER, Secretary.

Honolulu, T. H., April 8th, 1916.

6444—Apr. 8, 10, 11, 14

NOTICE.

CHIEFS OF HAWAII, HONOLULU COUNCIL NO. 1.

The Chiefs of this Order are hereby notified to appear at the K. of P. Hall, Tuesday evening, 7:30 p. m.

Initiation.

By order of High Chief,

(Signed) PRINCE KALANIANAOLE,

(Signed) J. F. G. HAGENS,

6444—31

IN THE CIRCUIT COURT OF THE FIRST CIRCUIT, Territory of Hawaii—At Chambers—in Probate.

Order of Notice of Hearing Petition for Administration.

On Reading and Filing the Petition of Martha Grube of Honolulu, Territory of Hawaii, alleging that she is the widow of James Grube, who died intestate at Honolulu, Territory of Hawaii, on the 3rd day of February, A. D. 1916, leaving property within the jurisdiction of this Court necessary to be administered upon, and praying that Letters of Administration issue to said petitioner:

It is Ordered, that Friday, the 12th day of May, A. D. 1916, at 9 o'clock a. m., she and her proxy be appointed for hearing said Petition in the courtroom of this Court in the Judiciary Building in the City and County of Honolulu, at which time and place all persons concerned may appear and show cause, if any they have, why said Petition should not be granted.

By the Court,

(Seal) A. K. AONA, Clerk.

Dated at Honolulu, April 7th, 1916.

Lorrin Andrews, Attorney for Petitioner.

6444—Apr. 8, 10, 11, 14

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Pala Plantation.
Maui Agricultural Company.
Hawaiian Sugar Company.
Kahuku Plantation Company.
McBryde Sugar Co., Ltd.
Kahului Railroad Company.
Kauai Railway Company.
Kauai Fruit & Land Co., Ltd.
Honolulu Ranch.

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